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William E. Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085



## Think Summer!



I have been thinking a lot about summer, and the colder and icier it gets, and the longer the cold I got in December hangs on, the more I think about it. By the time you read this, we should be within sighting distance of spring, at least on the calendar if not in the weather reports. And it is not too early to think about the 1985 car show season. (I gather this season extends year 'round in Florida, Southern California, and maybe Arizona, a situation I and everyone else above 33 degrees North Latitude find disgraceful.)

As many of you know, the Club held its first (and maybe last!) Annual Meet in Indianapolis in 1983. A fair number of people came, but not enough to cover the expense of having it. Last year Dave tried to set up a second meet in Springfield, but there was simply not enough interest to get it off the ground. Your Editor also tried to arrange an informal, one-day Ohio meet last summer but that bombed, too.

Accordingly, I am not going to even suggest that the Club try to put on an "official" function this year. If someone wants to take a shot at organizing something, fine. But it ain't gonna be me. What seems to make more sense to me, and what has been suggested by several other members, is this:

1. We should all try to attend as many Buick Club of America shows and events in 1985 as possible; bring your '37 or '38 or not, as you want and are able, but GO!
2. There should be a Club "coordinator" at each BCA event to try and bring members together. (I have a few unprintable definitions of "coordinator" in the corporate context, but in this case I think it means the guy in whose room the parties are held.) Anyone who wishes to volunteer as such, please tell me and I will print. Also, if people want to tell me sufficiently in advance what meets they're planning to attend, I'll print that.

(CONTINUED)



**Founded by Dave Lewis in 1980**







I do not mean to suggest that we should ignore the official program at BCA events or act like some kind of an elite. As we have said in our Bugle ad, the Club in no way intends to compete with BCA, and I think we all can and should give BCA as much participation and support as we can. I know that many members do just that. Were it not for the BCA, I doubt this Club would exist in its present form. So, let's all show our support this year by getting to as many BCA functions as possible, and getting together when we get there.



## Miscellany



RELATED CONGRATULATIONS. Jim Hernke (#235) won Best of Show for pre-1960 cars with his 1937 Roadmaster Convertible Sedan at the Cream City BCA Chapter's First Annual All-Buick Show at West Allis, Wisconsin last summer. And, at the Eighth Annual Los Angeles BCA Chapter Show on June 3, 1984, Class B (1932-1938) was won by Jim Wallace (#283) with his 1937 model 46S. Sorry I didn't notice these before, guys, but I'm sure you can use some notice whenever you get it. Now, how about some pictures from both of you.

MEMBER NO. 500. The five-hundredth person to join the Club since its founding in 1980 is Chuck Ash of Oelwein, Iowa. Chuck's address, etc. appear in the NEW MEMBERS column. This does not mean that we now have 500 members, of course, since the numbers are assigned consecutively and many have dropped out for one reason or another over the past four years. I suppose Chuck ought to win some sort of a prize, and he did. He needed a transmission and found one right away through the Club. We're off to a good start, Chuck, but that may be a hard act to follow.



## CONTEST: A Winner?



There were a number of entries (if that be the right word) in my "Name That Newsletter" Contest -- not a lot, mind you, but enough to let me know that some of you are reading this stuff. As promised, the Judges (Dug Waggoner, our Artist and Expert in Snappy Slogans; Dave Lewis, our Esteemed Founder and Medicine Man; and your Editor) have considered all of these and deliberated at some length. We have agreed on one thing: 1937-1938 Buick Club Swap 'n' Sell News Bulletin is too long, does not reflect the current format or content of this rag, and ought to be changed -- to something shorter, snappier and more unique. (After all, this is a unique club, isn't it?) Beyond that, however, the deliberations of the Judges were characterized by a certain lack of unanimity, and worse, by an equal lack of decisiveness.

That being so, I decided to take the bull, so to say, by the horns, and make the final decision myself. However, even so I am going to waffle a little.

As I said, we thought the name should be short, snappy and unique. To my mind, that rules out, inter alia (Latin for "among other things" -- I'm trying to get some class, some panache into this), names that are more-or-less generic, or descriptive of cars or old cars generally, although some suggestions that might be placed in this category were clever. Also, I want no possibility of confusion with the BCA, and not the tiniest of reasons for



BCA brass to think I am trying to trade on BCA's image and reputation. This rules out the word "Buick" unless qualified as "1937-1938 Buick" which starts getting us back where we began.

To avoid going on too long: I came down to two possibilities which I think fit the requirements of brevity, snap and uniqueness: "THE TORQUE TUBE" and "DYNAFLASH NEWS." The latter is good, and could be a pun on "news flash." However, the problem with it is this: the "Dynaflash" engine appeared in 1938 and thus leaves all us '37 owners out. I therefore picked the former. It is very much "Buick" and has the added virtue of being alliterative: that is, three "T"s. "Torque" could also be thought of as a play on "talk": thus, "talk tube" or "speaking tube." Too far-fetched?

Now, Dug, who is familiar with advertising and also a person of delicate manners, thought "Torque Tube," or more exactly "tube," might have, as he put it, "a negative taste" or "raise an eyebrow." (I think he means raunchy.) I must say this never occurred to me, but maybe I've been inland too long already. (Or maybe Dug's been in San Francisco too long.) In any event, I am printing herein some of Dug's "TORQUE TUBE" renditions, which reflect of course his not-inconsiderable talent.

# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB SINCE 1980



Bearing Dug's caveat in mind, I have decided this:

Two issues hence, that is with Volume III, Issue 7, or around April 15, this publication will be re-named "THE TORQUE TUBE" unless I receive prior to April 1 a statistically significant amount of negative comment.

In the event of such receipt, the Judges will fall back and regroup.

I suppose you are wondering -- if you're still reading at all -- who is the author whose creative genius spawned this. In truth, both "Dynaflash News" and "The Torque Tube" are the inventions of Jimmy Haggland, who is well-known to most of us as a frequent contributor to these pages and the owner of the world's most elaborate four-car garage (Vol. III, No. 1, p. 9). Assuming "Torque Tube" sticks, Jimmy thus deserves the prize, which is a niche in the history of the Club.

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# THE TORQUE-TUBE



THANKS, DUG AND EVERYONE WHO ENTERED !



Bill

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# Memories

Contributed by Michael Vosganian,

Woodland Hills, California



For the first thirteen years of my life, my father drove a 1938 Buick proudly. He purchased it used, during war time, and was happy to be able to buy such a fine auto. It was a Special model '41, 5 passenger touring, with trunk back. It was black of course. When I was very young my father would take my mother and me to various parks in and around New York. While I played, he polished our Buick in the shade. He took great care of it. I have a few memories that I would like to share.

My Dad decided he would move our family of three from New York to California in 1950. Not much of a challenge for a Buick of 12 years. Buicks are built to last, right? He equipped it with 6 ply tires and we were off. While in Missouri we picked up our only flat tire and stopped at a local service station. The attendant removed the tube and tested it in the half circle vat, common in those days when tires required tubes. The water was murky. One dunk and there was the hole, another dunk to make sure, and there was another hole, another and another... In the vat there was a block of wood with nails through it insuring the sale of a new tube to all tourists. We bought one; being from out of town, Dad did not want to make trouble.

On the same cross country trip, newer cars with larger engines and automatic transmissions would zip past us on the road. Dad kept a steady safe pace. We would catch up to the same speeders at the next rest stop. This experience happened with the same folks for the next few days, but our Buick beat them all on the hot and steep Kingman, Arizona grade. 1938 Buick Specials are geared lower so by selecting a lower gear when necessary, we made a steady climb, and did not overheat as others did.

In California, Dad worked as a carpenter, doing room additions. The same Buick was used as his truck, with all his tools arranged in the trunk, and in the rear seat area. Every bit of the material he needed was carried in and on top of the car. Since he did all that was necessary on the projects, he had a collage of tools, materials, and leftovers (including discarded lunch sacks) of several trades: carpentry, plumbing, electrical, plastering, masonry, etc. Anyway, one day I was with him traveling to the



(CONTINUED)

**PROUD 1938 OWNER**



local lumber yard, when all of a sudden there was a tremendous rush of air -- not unlike being caught up in a hurricane. Some of the lighter items in the back seat area became airborne. The rear door, which of course is hinged at the rear, had opened, and was scooping in the vast amount of air. A look into the back, and the mystery was solved. We were relieved and had a good laugh.

In 1956, our sole means of transportation was rear-ended. Dad was safe and only the trunk was caved in, but the fuel tank had been slightly punctured. That did not stop my Dad from further using our car for a few more months, since money was tight at the moment. He had to fuel up every day right up to the hole. Any more and it would pour out. Fortunately, Dad did not smoke. The vehicle that plowed into our Buick was a new 1956 Ford pick-up. The truck was totalled. Buicks are strong!

When Dad could, he replaced our 1938 Buick with a 1951 Buick (of course). It was a used Special. Can you imagine, we junked the 1938 in '56 for only \$25.00, which is the very least I now spend for any significant part on my 1938 Special sedan. I bought mine locally a year ago, and have since restored it to my best ability. I saw my 1938 parked on a local street, without a for sale sign on it, but I had to have this fine, exemplary automobile which would remind me of my wonderful Dad and our experiences. Dad passed away five years ago. We had to sell his last car, a 1972 Buick. My father always owned Buicks. Unfortunately he never bought and enjoyed a new one, always a used one.

If there are cars in heaven, they are all Buicks, and Dad is driving his 1938 Special.

Ah, what memories,

Michael Vosganian



I hope you have enjoyed Mike's story as much as I did. There are of course many different reasons why we all are involved with the "old car" hobby -- perhaps as many reasons as there are members of the Club. Mike's involvement is a deeply-personal one, and the car is truly for him a link with the past and part of a family history and tradition.

The historical photos which Mike has shared with us show Mike as a little fellow with his father, mother and Buick, around the years 1944-5. The Shell station was at the corner of Linden Boulevard and New Lots Avenue in Brooklyn, New York. The elevated structure in the background is, we think, the Canarsie Line of the Brooklyn-Manhattan Transit, now part of the New York City "subway" system. I think these scenes from the past, beyond being something a little different, are interesting because they show examples of clothing styles from the late 1930's-early 1940's period.

When I was a young fellow I thought Buicks were terrific and pestered my father to buy one, but he never did. So maybe Mike's Dad was a better judge of cars; he certainly was a fine person. We salute Mike, his family and the Buicks past and present: may the memories of all last long.

**Shell Station Operated by Mike's Dad in the 1940's ~**



**«Vosganian Family Album»**







# PROUD 1938 OWNER



## Art Haggett (304) is Raising the Dead

After reading the article by Frank Haas and his 37-41, I feel quite in the same boat as he. I purchased a graveyard 38-81F in the Fall of 1981. I was assured that the parts were available and I should have no trouble getting the car on the road. Forward of the fire wall, the car was completely void of anything other than suspension and frame. I purchased the car and towed it home. The car sat in a field less than one mile from my house, as I quickly gathered data, books, etc. on the car. The restoration began with the destruct phase (which is complete). The body was carefully stripped of hardware, seats, upholstery, etc. and removed from the frame. The body made a trip to Bakersfield to a now-defunct paint stripper who did a great job in stripping the car to its steel skin. It was quickly returned to the central coast area where it was given two coats of zinc chromate. All body work was completed and then given three coats of lacquer primer and undercoated. The body was moved to my garage. I am sad to say that it is where it sits today - two years later. Problem - parts availability on the west coast; cost of parts; trying not to buy a pig in a poke. Also something about kids in college. The frame sits at the side of the house, gathered parts in a shed in the back, rear fenders and doors in the body shop and college graduation is in May of '85. I hope I'll be able to get part "A" to fit part "B" when I get started again. Till then I tinker with my running '59 and sometimes running '56. I also hope that the parts that I have located but to this point not purchased will still be available. The '38 Roadmaster feels great just to sit in and dream about the road. I hope that someday in the near future I'll send ~~more~~ data or even better a photo of my '38 completed.



Attached is a photo of the body sitting on the oak rails. All the yellow parts are now undercoated.

# PROUD 1938 OWNER

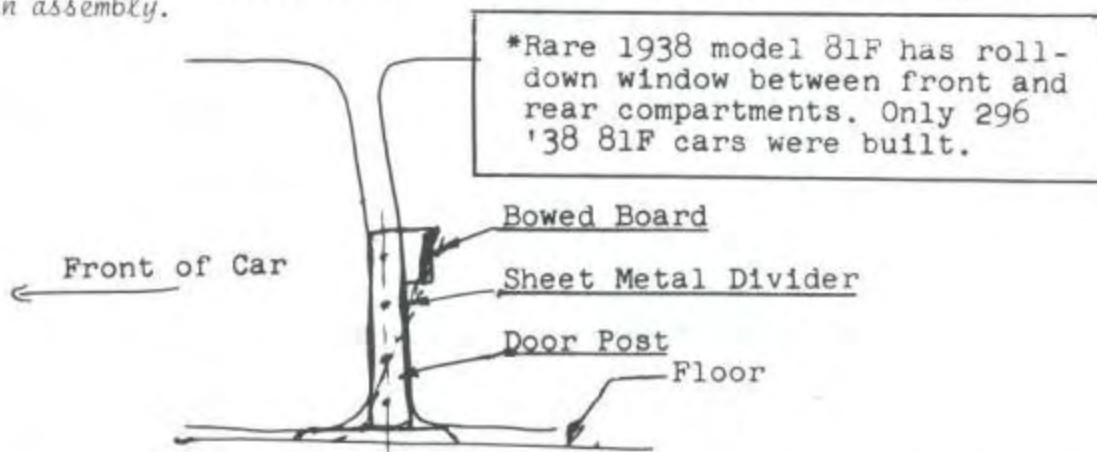
## Art Haggett - - continued

Dec. 18, 1984

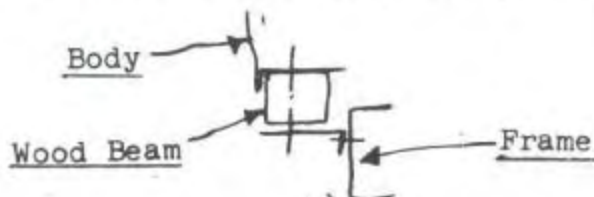
Bill,

Thank you for taking the time to answer my letter. My job work point changed and somehow my response to your letter got lost. So here goes a try at a second, trying to remember your questions. You wanted to know about wood in '38 Buicks.

Wood is used as a framing media inside of the car, to establish the arm rests in the rear seat, and to outline the divider between the front and rear seats. The wood is machined to fit the door post, with machined shoulder bolts fastening the wood to the posts. There is bowed board that supports the back of the divider which is screwed to the door posts. The sheet metal divider is then screwed to the wood and then bradded; this is quite an assembly.



The largest piece of wood is used at the point of contact between the frame and the body.



This wood beam (oak) is machined to meet many interfaces and is approximately 5" square at its largest and is 5 x 1 at its smallest.

The wood acts as a sound dampener and strength member. The bolts that go through the wood also act as a door-alignment device. By tightening or loosening these bolts proper door alignment can be achieved.

The frame is targeted for sandblasting in February '85, at which time the body will be reassembled with the frame. The rear has been completely reworked and is also ready.

Again, thank you for your interest.

Sincerely,

Art Haggett  
3906 Blackwood Court  
Santa Maria, CA 93455



*Thanks, Art!  
Keep at it.  
- Bill*





# TECHNICAL TIPS



1937 TOOL KIT. Above is a photo of an original 1937 Buick tool kit, minus whatever screwdrivers came with it. The kit came with a car acquired recently by Jim Campbell (#134) of Perry, Michigan. Dave Lewis did some work on this car, and took the picture while the car was in his shop. Dave says: "I had never seen the original tools, so in the past I did not know what to look for when shopping the swap meets. Maybe the other members have had the same problem....Note the 'Buick' emblem on the two larger end wrenches and the monkey wrench. It is not on the others, just those three for some reason, although they are obviously a matched set." The emblems don't show up very well in the photo, but you should be able to see where they are on the end wrenches; on the adjustable, it's inside the channel just below the upper jaw. We think there were probably two wooden-handled screwdrivers in the kit originally. Presumably, the socket is '37 spark plug size. These kits are extremely rare. But, now that you know what they looked like, you can be on the lookout at swap meets and flea markets for components that are a close match. The cloth pouch could be duplicated: it's brown with a black binding along the outer edges.

WRINKLE FINISH PAINT. Our thanks to Joe Arbini (#359) of Stamford, CT, who reports that the "wrinkle finish" brown we asked about in the last issue does indeed exist: Wrinkle Finish British Brown (#333) made by Illinois Bronze Co., Lake Zurich, IL 60047. Write to the company for the name of the distributor nearest you if you can't find it. At this point, we have not tried this paint, but may report on it later. (Assuming all goes well, Joe will get the reward I promised. I will have to give some thought, however, to what it will be.) I also found an article in the May 1984 Skinned Knuckles that recommends Illinois Bronze paints for heater restoration. This article says that best results are obtained by doing the work in hot sun, or heating the part before applying the paint.



## TECHNICAL TIPS



**GLASS.** All auto glass, even though not sold as "tinted glass," in fact has some color. In a conversation with Dave Lewis, he mentioned a vexatious problem he has encountered: glass windows, even though bought all at once from one supplier, may turn out to be different colors if you are not careful. You may not notice this until all the glass is in the car and you look at it in the bright light of a summer show day! At that point, of course, you will be very, very annoyed. Glass from different manufacturers or lines may be more-or-less greenish, brownish or grayish. So, be sure you keep this problem in mind, discuss it with your glass supplier, and match your windows.

### PISTON-CYLINDER CLEARANCE - From Bob Pipkin (#076),

"One thing most machine shops do when they rebuild a Buick Stright-8 is set the pistons up too tight! One I'm working on now was bored .080" oversize and after-market pistons installed. Original Buick pistons were set up at the factory with .0008 to .0018 clearances. That works fine with the factory aluminum heat-treated-tinned piston. When after-market pistons are used clearances must be increased to prevent piston-cylinder scoring. I've had good results using .004 piston-cylinder clearances with all after-market pistons.

So, if you do your engine and rebore, insist the machine shop open up the piston to cylinder wall clearance. By the way, this '37 engine had its '37 cylinder head and was fitted with domed pistons. This can be done!"

According to some earlier advices from Bob, if you want to go to later "domed" pistons with the '37 head (which will raise compression ratio and improve power and efficiency with modern fuel), you MUST use a thick "sandwich" gasket and you MUST NOT use '38-'40 pistons. The '41-'49 pistons have a different shape: these are the ones to use. If you mill the '37 head, be very careful. You may also need to use '41-'48 push rods. Bob Pipkin knows as much (or more) about this as anybody I've ever heard of, so this is all very good, and very welcome, advice. Thanks, Bob.

**DIECAST TRIM PARTS.** Yours broken? These are hard to find, so get 'em fixed. Greg Marshall (#148) reports he has found a welder who will do a good job welding them (heliarc) at reasonable prices. See Greg's ad in the PARTS pages. "Maybe I can help some of the other members out," says Greg. You bet! Thanks.

**PARKING BRAKE-1938.** In comment on last month's QUESTIONS ANSWERED page, I referred to the 1937 arrangement of return springs. 1938s are different: there is one return spring (not two) located just ahead of the equalizer. The sense of the comment is the same, but it is more applicable to 1937 cars because the '37 design makes it more likely the springs will be lost or broken.







## TECHNICAL TIPS



12-25-84

Bill:

Being a complete novice at this restoration thing everything would be a lot harder without other members' advice. As it is I've been getting lots of good advice without being able to give any input. Not exactly what I consider fair!

Last week I happened across something that might be of interest to others. It concerns paint and paint colors.

I was given a copy of a "37 Buick Color Bulletin," which of course didn't copy in color but gave me original numbers and names. The original paint chips that I was able to see gave me a good indication of the color I wanted to paint my Buick, so a copy was all I actually needed.

Anyway now to the point:

I contacted the Ditzler Paint Company color lab. They were able to cross-reference original combination numbers and color names and come up with a currently-mixable paint. Example of information the color lab needs: combination number 503; color name "Sandringham Maroon." The person at the color lab will then give you the current paint number, which in this case was 50084. Then take this number to a paint dealer that mixes Ditzler paints and they can look it up and mix it.

The people at Ditzler were very helpful, and fast too, which helps when you're calling long distance. They also said it was O.K. to have other members call if they need help.

The phone number for Ditzler is 313-564-5500. Ask for the "color lab" and give necessary information.

Points to remember: The new paint will be an acrylic lacquer. (Ditzler uses "DDL" which means lacquer to them.) When the color lab gave me my color match they said "This is a very close match." How close? I'm not sure, but if a color lab says "very close" they know more than me.

Bill-Thanks for all the help. My car is all but off the frame. The engine is at the machine shop being fitted. Too many parts in different places for a picture. Bye for now.

Doug Croll (#445)

TECHNICAL QUESTIONS-PAINT. Lauren Matley (#049) of Renton, Washington has offered to act as a Technical Advisor to the Club on paint questions. Lauren knows a lot about paint. Between him and Dave, we should be able to give you some good advice on a subject that many have found troublesome. So, let's hear what you all want to know.



# STROMBERG CARBURETORS



## MODELS AA-1, AA-2

- AA-1—BUICK SPECIAL, MODEL 37-40 (1937)  
 AA-2—BUICK CENTURY, MODEL 37-60 (1937)  
       BUICK ROADMASTER, MODEL 37-80 (1937)  
       BUICK LIMITED, MODEL 37-90 (1937)

**NOTE:**—Smaller main metering jets must be used on all models when equipped with optional Heavy Duty oil-bath type Air Cleaners. See Metering Jet section below.

**Cold Idle Control:**—Buick type similar to design used on previous models. See article in Carburetion Equipment Section for adjustment instructions.

**Automatic Choke:**—New type Delco-Remy Model 490-A Carburetor Control. Not similar to type used on previous models. See article in Carburetion Equipment Section for adjustment instructions.

**TYPE:**—Aircraft type, duplex downdraft carburetor with throttle actuated accelerating pump and economizer. Carburetor has single air intake, float chamber and accelerating pump but has two independent mixing chambers or barrels. Venturi, main discharge jet, main metering jet, throttle valve, accelerating pump discharge nozzle and idling system duplicated for each barrel. Float bowl is new design fitted with baffles to prevent surging and has twin floats mounted at opposite ends of bowl chamber. Float valve is clipped to lever midway between floats.

**Fuel System (Idling and Low Speed):**—Fuel for idling is taken from the main jet well up through the idling tube which meters the fuel and is mixed with air admitted through the upper (small) hole in the idling tube. From this point the fuel mixture is taken down through a channel to the discharge ports. Additional air is admitted through the idle air bleeder in the passage leading from the lower end of the primary venturi. For closed throttle idling, fuel mixture is discharged through lower discharge port below the throttle and is controlled by the idle adjusting screw. In this position, the upper port above the throttle edge serves as an additional air bleed. When the throttle is opened for low speed running, additional fuel is discharged through this upper port also.

**Driving Range (22-75 M.P.H.):**—At approximately 22 M.P.H. the idling system drops out and all fuel is supplied by the main discharge jet located directly above the main metering jet and discharging into the small auxiliary venturi. Main nozzle is air bled by the high speed air bleeder located directly above the nozzle in the auxiliary venturi support.

**High Speed & Wide Open Throttle Running:**—At speeds above 75 M.P.H. or whenever the throttle is held open, the economizer by-pass valve located at the bottom of the accelerating pump well is held open by the pump piston and additional fuel, metered by the economizer by-pass jet, is discharged through the pump discharge nozzle.

**IDLING ADJUSTMENT:**—Idle adjusting screw for each barrel controls fuel discharge from lower idling port. Screws should be turned in for leaner mixture and out for richer mixture. Approximate settings are 13/8 turns open (Series 40), 1 1/4 turns open (Series 60, 80, 90) from inner or closed position. Both screws must be set alike. Idle speed controlled by throttle lever stop screw and should be set for 7-8 M.P.H. idling speed with engine warmed up (choke valve open and Cold Idle Control inoperative). See tune up instructions on car model page for complete adjustment instructions on car.

**METERING JETS:**—Main metering jets are non-adjustable fixed type. Jets should be changed only for special operating conditions such as high altitude. Smaller main metering jets must be used on all models when equipped with optional Heavy Duty oil-bath type Air Cleaner. Standard and altitude calibrations for each model and each type air cleaner are as follows (see Jet Specification Table for other parts):

Model	Air Cleaner	Under 3500 ft.	3500 to 9000 ft.	9000 ft. and over
37-40	Std.	.049"	.046"	.044"
37-40	Heavy Duty	.045"	.042"	.040"
37-60, 80, 90	Std.	.052"	.049"	.047"
37-60, 80, 90	Heavy Duty	.051"	.048"	.046"

These jets are new type (Part No. P-22660) and must not be interchanged with other types. May be identified by groove on jet shank. Use special wrench T-24924 to assemble jets.

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## STROMBERG AA CARBURETORS--CONTINUED

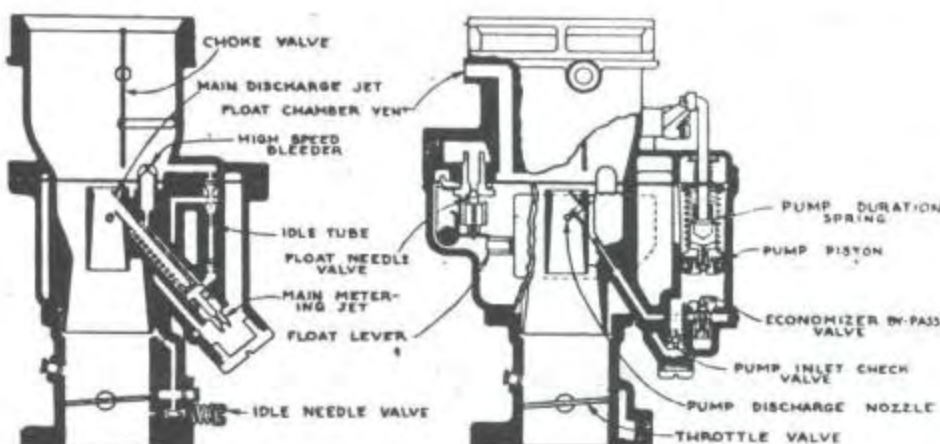


**NOTE**—Whenever main discharge jet located above main metering jet is removed, new lead gasket must be used in carburetor body to insure a good seal when the jet is replaced.

**ECONOMIZER**:—Consists of by-pass valve and jet at lower end of accelerating pump well. Should not require adjustment but setting can be checked by noting throttle valve opening when pump piston rests on seat of by-pass jet (less over-travel) with pump set for maximum stroke. Throttle opening should be  $9/64$ " (Series 40),  $13/64$ " (Series 60, 80, 90) plus or minus  $1/64$ ". Check opening by passing wire drill between edge of throttle valve and carburetor wall.

**ACCELERATING PUMP**:—Similar in design to type used on previous models. Fuel is drawn into pump chamber through ball check valve on upstroke of piston and is discharged through by-pass valve and pump discharge nozzle on downstroke of piston when throttle is opened for acceleration.

**Capacity**:—Capacity in cc. per ten strokes with pump set for maximum stroke should be 22-28 cc. (Series 40), 28-32 cc. (Series 60, 80, 90) when pump is operated slowly.



**Adjustment**:—Pump should be set for maximum stroke (rod connected in long radius or left hand hole in throttle lever) for normal operation. When highly volatile fuels are used and acceleration charge is too rich causing 'staggering', pump rod may be shifted to right hand or short radius hole providing shorter pump stroke. This setting does not affect economizer action.

**FLOAT LEVEL**:—Fuel level in float bowl is set at  $5/8$ " below top surface of bowl with 3 lbs. pressure (engine idling). A sight hole closed by a plug is provided on the side of the bowl to check fuel level which should be even with the bottom of the threads in the sight hole with the engine idling. To check float level with carburetor disassembled, use special service tool SER-292, inverting cover and installing tool on cover gasket. Top of floats when inverted should be even with tops of guides. Guides also locate floats so that they will not rub on sides of bowl when reassembled. Float level can be corrected by bending float lever arm. If special tool not used, top of float should be  $1\ 11/32$ " above gasket surface.

**NOTE**—Float height on first carburetors set at  $1\ 13/32$ ". Specifications changed to  $1\ 11/32$ " due to variation in float weights.

**CHOKE VALVE**:—Offset type with stop pin to limit travel in full open position. No relief valve used. Choke valve shaft linked directly to Automatic Choke by flexible shaft protected by housing.

**THROTTLE VALVE SETTING**:—Throttle valves are 5" type Part No. P-20874 (Series 40), P-22447 (Series 60, 80, 90). Must be set so that upper lip of valve is  $.022$ " plus or minus  $.004$ " below lower edge of upper idle discharge port. Lower edge of vacuum spark control port should be  $.041$ " (Series 40),  $.085$ " (Series 60, 80, 90) plus or minus  $.004$ " above upper edge of throttle valve with valve fully closed.





# STROMBERG CARBURETORS



## MODELS AAV-1, AAV-2

NUMBER	MODEL AAV-1.
A-18681—BUICK, MODEL 40 (1938) STD. AIR CLEANER	
A-18691—ABOVE MODEL WITH HEAVY DUTY AIR CLEANER	
	MODEL AAV-2.
A-18682—BUICK, MODELS 60, 80, 90 (1938) STD. AIR CLEANER	
A-18692—ABOVE MODEL WITH HEAVY DUTY AIR CLEANER	
A-18782—CHRYSLER IMPERIAL, MODEL C-19 (1938)	
A-18792—CHRYSLER CUST. IMPERIAL, C-20 (1938)	

**NOTE:**—Buick carburetors not interchangeable as special jet calibrations used when heavy duty air cleaners are installed. See Stromberg Jet Specification Table for complete jet specifications for each type.

**Buick Model 40 with Self-shifting Transmission:**—Idle speed should be set at 5-6 M.P.H. in third gear. Transmission throttle control lever linkage setting must be checked whenever carburetor throttle linkage is disconnected or changed. See adjustment instructions in Buick Self-shifting Transmission article in Mechanical Equipment Section.

**Chrysler Metering Jets:**—These jets are new type, Part No. P-22660, and must not be interchanged with other types. May be identified by groove on shank. Use special wrench T-24924 to install these jets.

**TYPE:**—Aircraft type, duplex downdraft carburetor with throttle actuated accelerating pump and vacuum controlled economizer. Carburetor has single air intake, float chamber and accelerating pump but has two independent mixing chambers or barrels. Venturi, main discharge jet, main metering jet, throttle valve, accelerating pump discharge nozzle, and idling system duplicated for each barrel. Float bowl is new design fitted with baffles to prevent surging and has twin floats mounted at opposite ends of bowl chamber which encircles carburetor body. Float valve is clipped to lever midway between floats.

**Fuel System (Idling and Low Speed):**—Fuel for idling is taken from the main jet well up through the idling tube which meters the fuel and is mixed with air admitted through the idle air bleed hole in the cross channel. From this point the fuel mixture is taken down through a channel to the discharge ports. For closed throttle idling, the fuel mixture is discharged through the lower port below the throttle and is controlled by the idle adjusting screw. In this position the upper port above the throttle valve serves as an additional air bleed. When the throttle is opened for low speed running, additional fuel is discharged through this upper port also.

**Driving Range (22-75 M.P.H.):**—At approximately 22 M.P.H. the idling system drops out and all fuel is supplied by the main discharge jet located directly above the main metering jet and discharging into the small auxiliary venturi. Main nozzle is air bled by the high speed air bleeder located directly above the nozzle in the auxiliary venturi support.

**High Speed and Wide Open Throttle Running:**—At speeds above 75 M.P.H. or whenever the throttle is held open, the drop in vacuum above the spring loaded vacuum piston allows the spring to force the piston down so that the piston stem opens the by-pass valve located directly below the piston assembly. This allows additional fuel, metered by the by-pass jet, to flow to the main discharge nozzle.

**IDLING ADJUSTMENT:**—Idle adjusting screw for each barrel controls fuel discharge from lower idling port. Screws should be turned in for leaner mixture and out for richer mixture and must be set alike. Idle speed controlled by throttle lever stop screw and should be set for 7 M.P.H. idling speed with engine warmed up (choke valve wide open and fast idle inoperative). See tune up instructions on car model page for complete adjustment instructions on car.

**METERING JETS:**—Main metering jets are non-adjustable fixed type. Jets should be changed only for special operating conditions such as high altitude. See Jet Specification Table for standard jet calibrations for all models.

**NOTE:**—Whenever main discharge jet located directly above main metering jet is removed, new lead gasket must be used in carburetor body to insure a good seal when jet is replaced.

**ECONOMIZER:**—Consists of by-pass valve and jet controlled by special vacuum piston and by-passes fuel to main discharge jet around main metering jet when piston is down. No adjustment provided.

**ACCELERATING PUMP:**—Operated by throttle lever through 'walking beam' linkage. Fuel is drawn into pump chamber through inlet ball check valve when throttle is closed and is discharged through outlet check valve and pump discharge nozzle in each carburetor barrel when throttle is opened for acceleration. Piston is spring loaded on pump rod to increase duration of pump dis-

(CONTINUED)



## STROMBERG AAV CARBURETORS--CONTINUED

charge (sudden throttle opening will cause piston to lag, compressing pump spring, expansion of spring prolongs piston movement and pump discharge). A spring loaded relief valve located in head of pump piston will by-pass some fuel if accelerating pump operated rapidly to prevent loading up engine (this valve normally closed so that all fuel is discharged to nozzles).  
**Capacity**—With pump connected as indicated and operated slowly, capacity per 10 strokes is shown in table below.

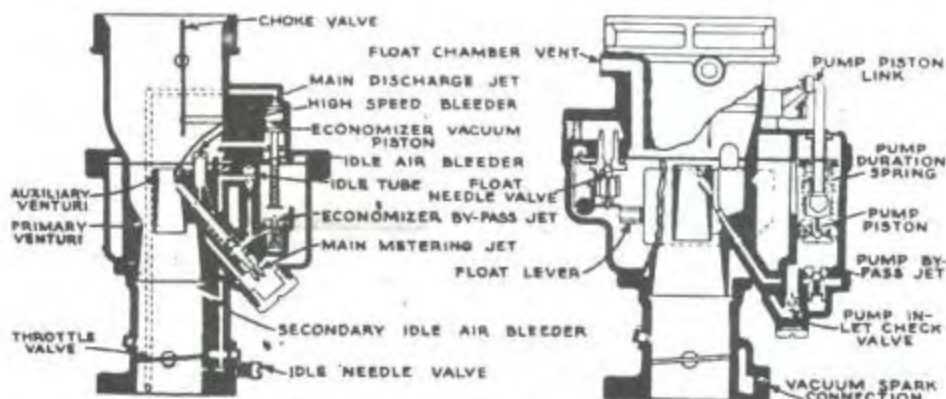
Model	Capacity	Setting
AAV-1	17-20 cc.	Medium
AAV-2	21-24 cc.	Medium

**Adjustment (Buick)**—Three holes provided in throttle lever for pump link engagement. Center hole (medium stroke) is standard for normal fuels and temperatures. No. 1 (upper hole) provides minimum stroke, No. 3 (lower hole) maximum stroke. See tune up data on car model page for recommended settings.

**Adjustment (Chrysler)**—Two holes provided in throttle lever for pump link engagement. Inner hole (short radius) provides minimum stroke, outer hole (long radius) maximum stroke. See tune up data on car model page for recommended settings.

**FAST IDLE**—**Buick Models**—Buick Cold Idle Control. See article in Carburetion Equipment Section for complete data.

**Chrysler Models**—Consists of a rotary cam linked to the choke valve which serves as throttle lever stopscrew stop. Cam is rotated to fast idle position when choke valve closed for cold starting so that throttle valve is held open slightly. No adjustment should be required but adjusting nut is provided on lower end of choke valve connecting rod.



**FLOAT LEVEL**—Fuel Level. Should be  $11/32$ " below top surface of float bowl with 3 lbs. pressure (engine idling) or approximately even with the bottom of the inspection hole on side of float bowl (take out plug to check level).

**Float Height**—Use special service tool, T-24971 when setting floats. Remove air horn and float cover assembly, invert, mount tool on cover gasket. Tool guides will also check float travel (floats must be free and not rub on bowl). Adjust floats by bending float lever. If tool not used, top of floats should be  $111/32$ " above gasket on cover.

**Float Valve & Seat**—Part No. P-22499 (all models). Furnished only as matched sets.

**Float Bowl Vent**—Bowl vented to outside through opening in side of air horn directly below air cleaner collar.

**THROTTLE VALVE SETTING**—When installing throttle valves, they must be set so that distance from upper lip of valve to lower edge of upper idle port is as shown in table below.

Car Model	Throttle Valve Part No.	Setting
Buick 40 (AAV-1)	P-20874-5"	.022"
Buick 60, 80, 90 (AAV-2)	P-22447-5"	.022"
Chrysler C19, C20 (AAV-2)	P-22752-5"	.022"

Allowable variation for settings is plus or minus .004".

**CHOKE**—**Buick Models**. Choke valve is offset type with stop pin to limit travel in wide open position. Automatic choke is Delco-Remy type linked directly to choke valve shaft. See article in Carburetion Equipment Section for complete data.

**Chrysler Models**. Sisson Automatic Choke is standard equipment. See article in Carburetion Equipment Section for complete data.



Where missing at various speeds may occur with Stromberg carburetors the following changes should be made to correct this condition:

CARBURETOR  
STROMBERG -  
MISSING AT  
VARIOUS SPEEDS -  
ALSO ALTITUDE  
CALIBRATIONS -  
1938 ALL SERIES

### AIMING PUMP DISCHARGE NOZZLES - (OPERATION A)

These must be located so that when pump is operated the fuel will be squirted against the side of the large venturi as illustrated in Figure 29. Incorrectly aimed tubes will cause a flat spot or missing at low speed when throttle is opened.

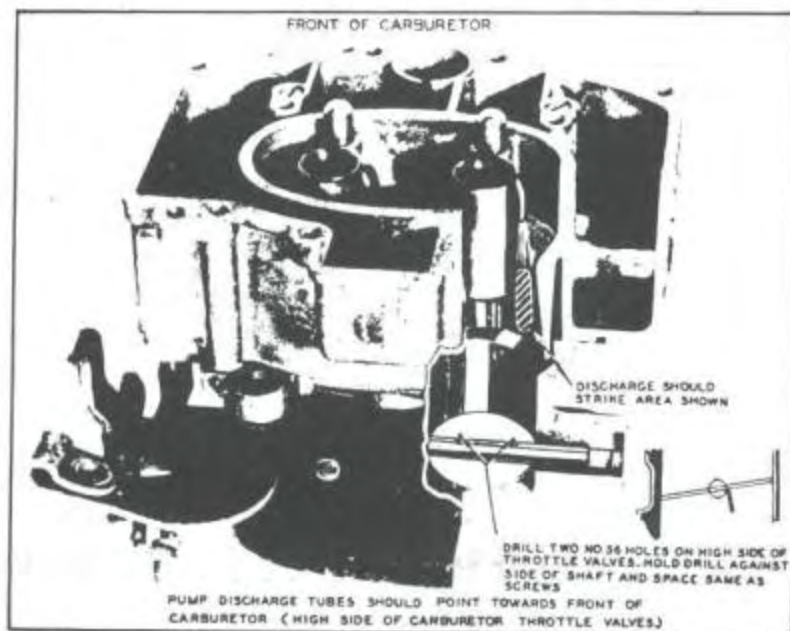


Figure 29

### RESTRICTION OF VENT CHANNELS - (OPERATION B)

Use special brass plugs as illustrated in Figure 30. To restrict passages, remove High Speed Bleeders by gripping same firmly with a pair of pliers and pulling with a twisting motion. Drive in restriction plugs using care not to damage hole in same. Reinstall high speed bleeders by driving same into position with a hollow tool or tube to prevent damage to the calibrated air bleed hole in same.

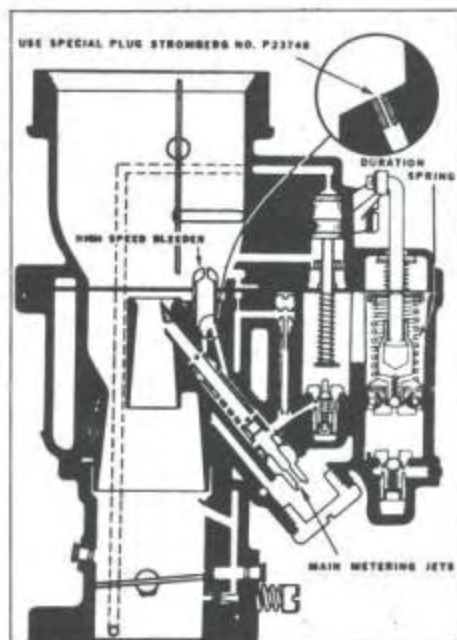


Figure 30

This operation assists in correcting a surging or missing from 30 to 75 M.P.H. (fixed throttle operation).

### MAIN METERING JET CHANGE - (OPERATION C)

The various sizes of jets as used in production can be identified by the Brass Coding Tag on the carburetor according to the following table:

Early production carburetors should have the main metering jets changed to conform with the "Late Production" callibrations.

(CONTINUED)





## CODE NUMBER TABLE

CODE NO.	SERIES	AIR CLEANER	MAIN METER JET SIZE
7-17	40	Reg.	.047" (Early Production)
7-17-A	40	Reg.	.048" (Late)
7-19	40	H. D.	.045" (Early)
7-19-A	40	H. D.	.046" (Late)
7-18	60-80-90	Reg.	.051" (Early)
7-18-A	60-80-90	Reg.	.052" (Late)
7-20	60-80-90	H. D.	.048" (Early)
7-20-A	60-80-90	H. D.	.050" (Late)

In some cases it may be found that better performance is had with one thousandth larger main meter jets than shown above:

1e - Series 40 .049 instead of .048  
Series 60-80-90 .053 " " .052

NOTE: For altitudes 3500 to 9000 feet use .002" smaller and above 9000 feet use .004" smaller main metering jets than indicated for late production as above.

### DRILLING THROTTLE VALVE - SERIES 40 ONLY - (OPERATION D)

To overcome missing which may still occur between 20 to 30 M.P.H. after operations A, B and C have been performed, it will be found advantageous to drill two #56 holes in each throttle valve as illustrated in Figure 29. It is necessary to remove carburetor for this drilling operation but it is not necessary to remove throttle valve from body assembly.

### SHORTENING HEAT VALVE THERMOSTAT SPRING - (OPERATION E)

The heat valve thermostat should be shortened 7/16" to 1/2" to provide more tension. This operation may be performed by removing this spring; placing a scale, as indicated in Figure 31, and measuring 7/16" to 1/2", bend the spring at this point and cut off approximately 1/2", from the end of the spring. The short springs were used in production beginning with the following engine numbers:

1938-40 - Engine 43478000  
1938-60 - 63458756

### IDENTIFICATION

After operations A, B, C and (D, when needed) are performed, the coding tag (with suffix "B") furnished with the parts should be attached for further identification.

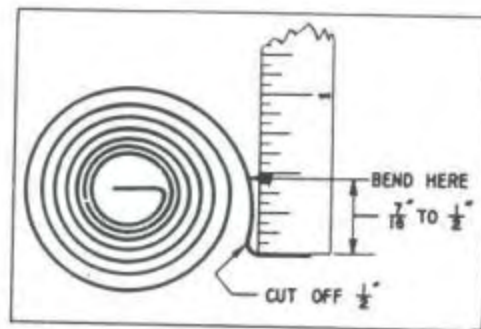


Figure 31

Carburetors with all latest changes carrying coding tag with suffix "B" went into production with the following engine numbers:

1938-40 - Engine 43467142  
1938-60 - 63455506

NOTE: Present production carburetors include aiming of discharge nozzles (Operation A) vent tube plugs (Operation B) and main metering jets, same as shown for late production in above table. These carburetors carry coding tags having suffix "B" after the numeral.

(CONTINUED)



### OTHER CONTRIBUTING ADJUSTMENTS

(No labor allowance is made for following adjustments):

#### FLOAT LEVEL

Should be checked with engine idling by removing sight level plug. Fuel level should be at bottom of threads in body.

#### IDLE ADJUSTMENT

Best results are obtained by first adjusting idle screws for maximum vacuum, with a normally warm engine, and then turning each adjusting screw out (richer) until vacuum gauge drops approximately 1/2" (per bank) or a total of 1"

#### SPARK PLUGS

Best results through all ranges can be obtained with spark plug gaps at .032". A few cases of missing have been traced to defective spark plugs.

#### IGNITION TIMING

This is an important factor for proper operation and economy and should be checked if a lack of detonation indicates late timing or if excessive detonation indicates early timing.

#### VALVES

Should be properly lashed.

#### HEAT CONTROL VALVES

Must be free closing and opening. (See 1938 Shop Manual, Pages 6-41 and 6-42.)

#### VOLATILITY SELECTOR SETTING

If engine has a tendency to "roll" due to rich choke when engine is started cold, follow instructions given in Shop Manual, Page 6-56, under "Volatility Selector" for proper correction.

#### AVAILABILITY OF PARTS

Vent Plugs, Main Meter Jets and Coding Tags are available through the Zone or Distributor as per following table.

Orders should be placed with the Zone or Distributor Parts and Service Manager for a sufficient number of sets to correct cars known to be subject to complaint.

Requests for this material should specify Series for which it is to be used and in Zones Using Heavy Duty Air Cleaners or Altitude Calibration orders should so specify.

NO. REQ.  
PER CARB.

SERIES

DESCRIPTION

2	40	.048 Main Meter Jets
2	40	.046 " " " (H.D. Zones only)
2	60-80-90	.052 " " " " (H.D. Zones only)
2	60-80-90	.050 " " " " (H.D. Zones only)
2	All	#70 Vent Restriction Plugs
1	40	7-17 B Coding Tag
1	40	7-19 B " " (H. D. Zones only)
1	60-80-90	7-18 B " " (H. D. Zones only)
1	60-80-90	7-20 B " " (H. D. Zones only)





## CARBURETOR CHOKES FOR SERVICE, 1937- 1938 ALL SERIES

It was originally intended to service the 1937 and 1938 chokes with one service model. However, the 1938 carburetors were changed so that the 1938 choke on the 1937 engine would provide an entirely too rich mixture on the idle unless the choke was re-calibrated. Instructions were, therefore, given on Page 6-59 of the 1938 Shop Manual for calibrating the 1938 choke for use on either 1937 or 1938 engines.

Although it is possible to calibrate the 1938 choke for use on the 1937 engine, it is not always practical in the field.

Chokes for service, correctly calibrated at the factory, have therefore been released for the 1937 and 1938 models as follows:

Prod. Choke	Service Choke
1937 (*1865235) & 1990001	1990002
1938 1990101	1990102

(\*) Choke 490-A, Part No. 1865235, was used in early 1937 production for Stromberg carburetors. After engine 43337705 on the Series 40, and engine 63321130 on the Series 60-80-90, choke No. 1990001 was used.

The 1938 service choke, Part No. 1990102, is furnished minus the switch, but has a gasket and plate on the end which is removed in order to install the switch. The switch is carried under a separate part number.

The 1937 service choke, Part No. 1990002, and the 1938 service choke, Part No. 1990102, are similar in external appearance. The internal gear is different in order to give a five (5) degree difference in calibration, and the former does not have a drilled hole for the vacuum switch, therefore the 1937 model will not function on the 1938 engine.

## CARBURETOR THROTTLE SHAFT STICKS, ENGINE HOT - 1937 ALL SERIES STROM- BERG - 1937-40 MARVEL CD-1B

Our attention has been called to cases of sticking carburetor throttle shafts, when engine is hot on cars equipped with automatic choke attached to carburetor. This may be caused by the tongue on the end of the throttle shaft being a trifle too long where it engages the choke camshaft. Heat expansion will cause an end thrust on the choke camshaft, consequently, friction on that part will be very high. This may be relieved by assembling an extra choke gasket, Part No. 1300241, between the choke and the carburetor.

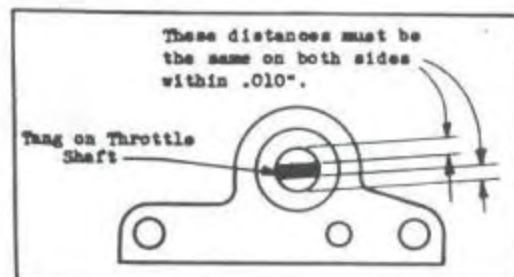


Figure 9

The end of the throttle shaft may also be filed off sufficiently to relieve end thrust on the choke camshaft, but this entails disassembly of the carburetor throttle shaft from the carburetor throttle body.

The tang on the carburetor throttle shaft should also be checked for straightness and for being centrally located in the recess of the throttle body in order to prevent side load on the choke camshaft. If bent, it may be relocated by carefully bending back in place with a pair of long-nosed pliers. Figure 9 shows the correct alignment of the throttle shaft in carburetor throttle body.



## CARBURETOR TO CHOKE GASKET - 1938 ALL SERIES

It has been called to our attention that the vacuum hole in the gasket, used between the automatic choke and the carburetor, does not align properly, thus causing the gasket to partially cover the vacuum hole in the choke body as shown in Figure 32.

We have investigated this condition and find the gasket in question is satisfactory and manufactured to specifications. It is unnecessary to enlarge this hole as it is of a size sufficient to uncover the hole in the choke body and metering is had through the small hole in the throttle body.

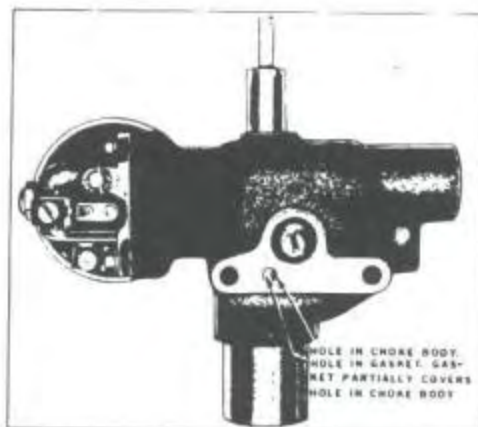


Figure 32

## BENDIX-STROMBERG TUNE-UP & REPAIR SHEETS (Published in 1945)

# STROMBERG "AA-1" CARBURETOR

STROMBERG NO. A-18361 (CODE NO. 7-12) BUICK SYMBOL 1298605

HEAVY-DUTY AIR CLEANER STR. NO. A-18451 (CODE NO. 7-14) BUICK SYMBOL 1299483

SIZE: 1" DUAL D. D. 3-HOLE FLANGE

REPLACE WITH AAV-16 EOPT. 380140

**Note—Specifications below are for latest production, previous major changes listed on Parts Page.**

**FUEL LEVEL**—Measure  $5/8$ " below top surface of float chamber (without gasket) or level with bottom of the level sight hole. To correct fuel level, hold air horn in inverted position. Place Tool T-24971 on gasket. Tops of floats should be flush with tops of vertical guides, which will give approximate fuel level; change if necessary. Sides of floats should be parallel to guides of tool without drag.

**MAIN METERING SYSTEM**—Venturi  $1-1/32$ "; Main Discharge Jet No. 28-36 P-22661 (Tool T-24967 use new P-22602 lead gasket assembled on upper shoulder of Main Discharge Jet); High Speed Bleeder No. 70 P-22369; Main Metering Jet .049" P-22660, .045" used with heavy-duty air cleaner (Tool T-24924); (Tool T-19099) used to remove Main Jet Plug; Main Metering system controls the flow of fuel up to approximately 65 to 70 M. P. H.

**POWER SYSTEM**—Combination Power and Pump By-Pass Jet No. 66 P-20623; Pump piston to rest on by-pass jet (less over-travel) with throttle valve opened  $9/32$ " +  $-1/64$ " (measure with shank end of  $9/32$ " drill) adjust by bending pump fulcrum arm at ball joint end. The Power Jet is brought into action at approximately 65 to 70 M. P. H.

**ACCELERATION**—Pump Discharge Nozzles No. 65: Pump capacity 10 to 14 c.c. per 10 fast strokes and 22 to 28 c.c. per 10 slow strokes. (Maximum pump setting) (Tool T-24972) Pump action takes place during acceleration period only.

**IDLE SYSTEM**—Idle Discharge holes No. 56-60; with throttle valve fully closed and No. 60 drill in idle hole, edge of valve is located .022" +  $-.004$ " from No. 60 Drill; Idle Air Bleed No. 58 (in throttle body) and No. 70 in Idle Tube. Idle Tube No. 55 P-22431. **Adjustment:** Adjust to smooth running one barrel at a time, OUT to make richer and IN to make leaner. Throttle at 7 to 8 M. P. H.

**VACUUM SPARK CONTROL**—With throttle fully closed and No. 58 drill in spark hole, edge of valve is located .041" +  $-.004$ " from No. 58 drill.

**FLANGE GASKET**—P-20466.

**SPECIAL TOOLS MENTIONED ABOVE  
CONTAINED IN TOOL KIT SER-459  
SEE FORM 10-265A**

The repair manual excerpts reprinted herein furnished by Paul Little of Harnesses Unlimited and a generous member whose name now escapes the Editor. Some of the diagrams have been "blown up" for clarity.



# TECHNICAL TIPS

**1937  
BUICK**

MODEL

"SERIES 40"

3-3/32" x 4 1/8"—8 cyl.



## STROMBERG "AA-1" CARBURETOR

STROMBERG NO. A-18361 (CODE NO. 7-12) BUICK SYMBOL 1298605

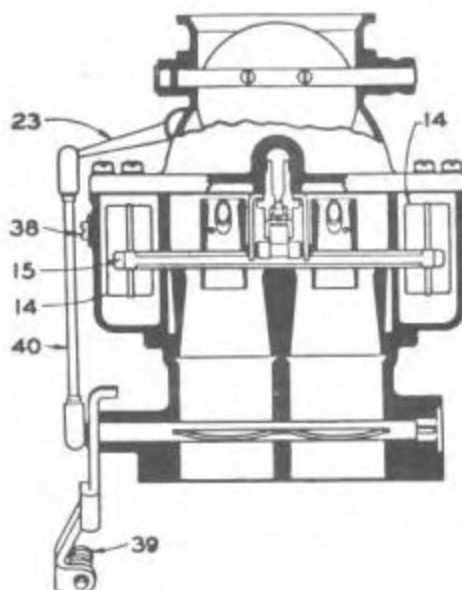
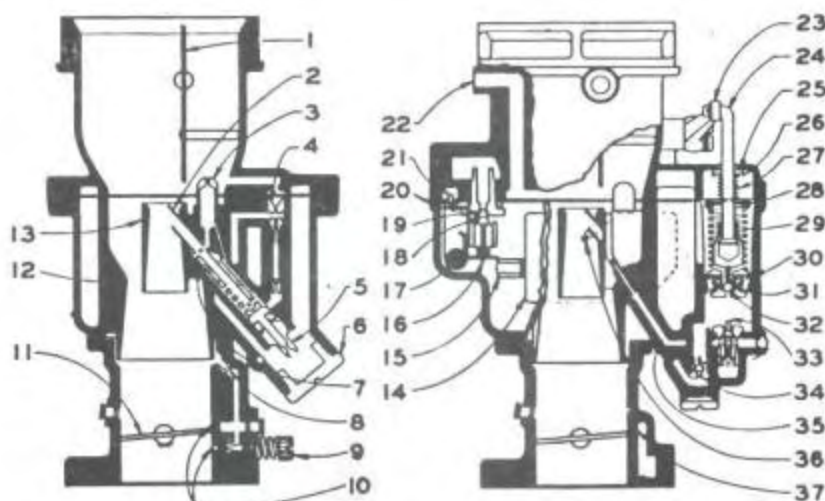
HEAVY-DUTY AIR CLEANER STR. NO. A-18451 (CODE NO. 7-14) BUICK SYMBOL 1299483

SIZE: 1" DUAL D. D. 3-HOLE FLANGE

REPLACE WITH AAV-16 EQPT. 380140

### PARTS ILLUSTRATED

1. Choke Valve
2. Main Discharge Jet
3. High Speed Bleeder
4. Idle Tube
5. Main Metering Jet
6. Main Discharge Jet Plug
7. Main Discharge Jet Gasket
8. Idle Air Bleeder
9. Idle Needle Valve
10. Idle Discharge Holes
11. Throttle Valve
12. Primary Venturi
13. Auxiliary Venturi
14. Float
15. Float Lever
16. Float Needle Valve Clip
17. Float Fulcrum Pin
18. Float Needle Valve
19. Float Needle Valve Seat
20. Float Hanger Gaskets
21. Float Hanger
22. Float Chamber Vent
23. Pump Fulcrum Arm
24. Pump Piston Link
25. Felt Dust Washer
26. Retainer Washer
27. Dust Washer Spring
28. Spring Retainer Washer
29. Pump Duration Spring
30. Pump Piston
31. Pump Expansion Spring
32. Pump Relief Valve
33. Power By-Pass Jet
34. Pump Inlet Check Valve
35. Pump Discharge Channel
36. Pump Discharge Nozzle
37. Spark Control Hole
38. Fuel Level Sight Plug
39. Throttle Stop Screw
40. Pump Rod

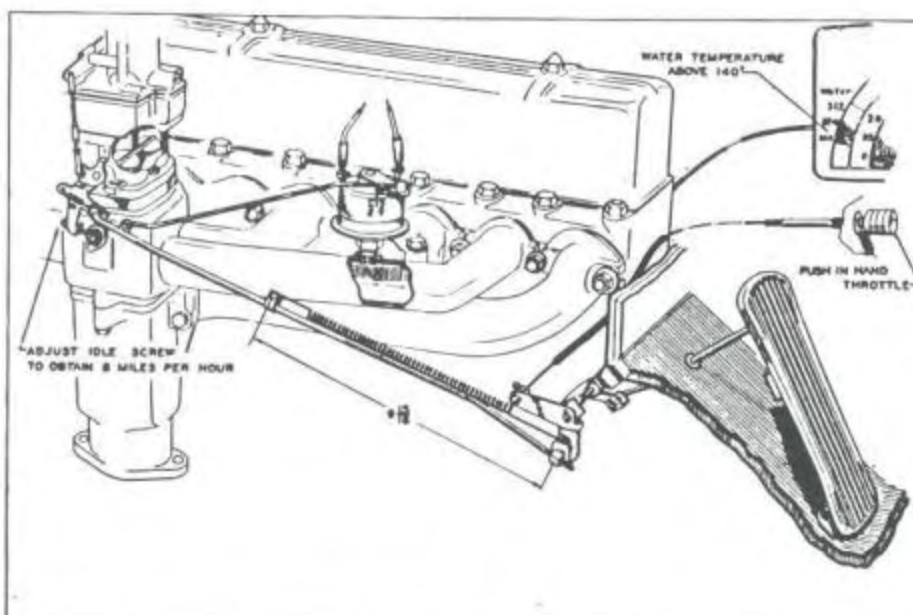


## ENGINE IDLE ADJUSTMENT

If it is desired to start the engine with control linkage disconnected, first return the accelerator switch lever to the cold idle position to engage the switch clutch, then move lever until contact is made. The throttle should be partly open during this operation.

Warm up engine until water temperature indicator on instrument panel shows 140°.

Check, and if necessary, adjust engine idle to speed of 8 m. p. h. The idle speed is regulated by turning the IDLE SCREW. In making this adjustment it will be observed that the COLD IDLE CONTROL CAM will be in the approximate position shown, which is the warm idle position, and that the hand throttle is pushed in as far as it will go.



Engine Idle Adjustment

## SWITCH ADJUSTMENT

(Model 1607) All Series.

Rotate COLD IDLE CONTROL CAM by hand until it strikes top. This is the fast or cold idle position. Leave the cam in this position until the switch has been adjusted.

Disconnect switch operating rod at (C) and turn rod until line on switch lever comes exactly opposite FAST IDLE LINE on switch back when rod is directly opposite hole. Check alignment of marks after replacing rod, as this adjustment must be accurate.



Accelerator Switch Adjustment

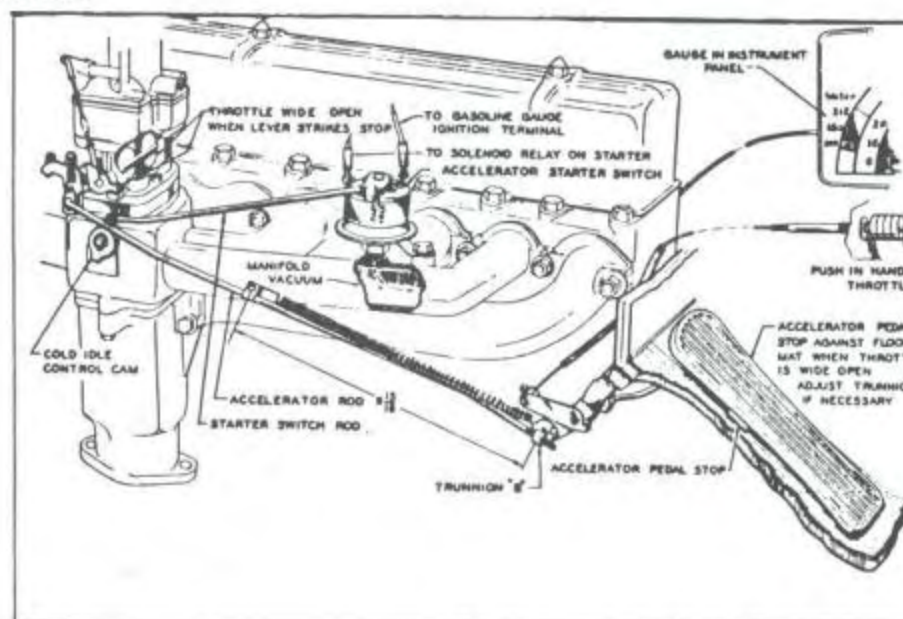
## ACCELERATOR PEDAL ADJUSTMENT

After the engine idle has been adjusted, the accelerator pedal angle should also be checked. This is done by depressing the pedal until the stop strikes the floor mat, then setting adjustment trunnion "B" on the rod connecting to the accelerator until the throttle is wide open.

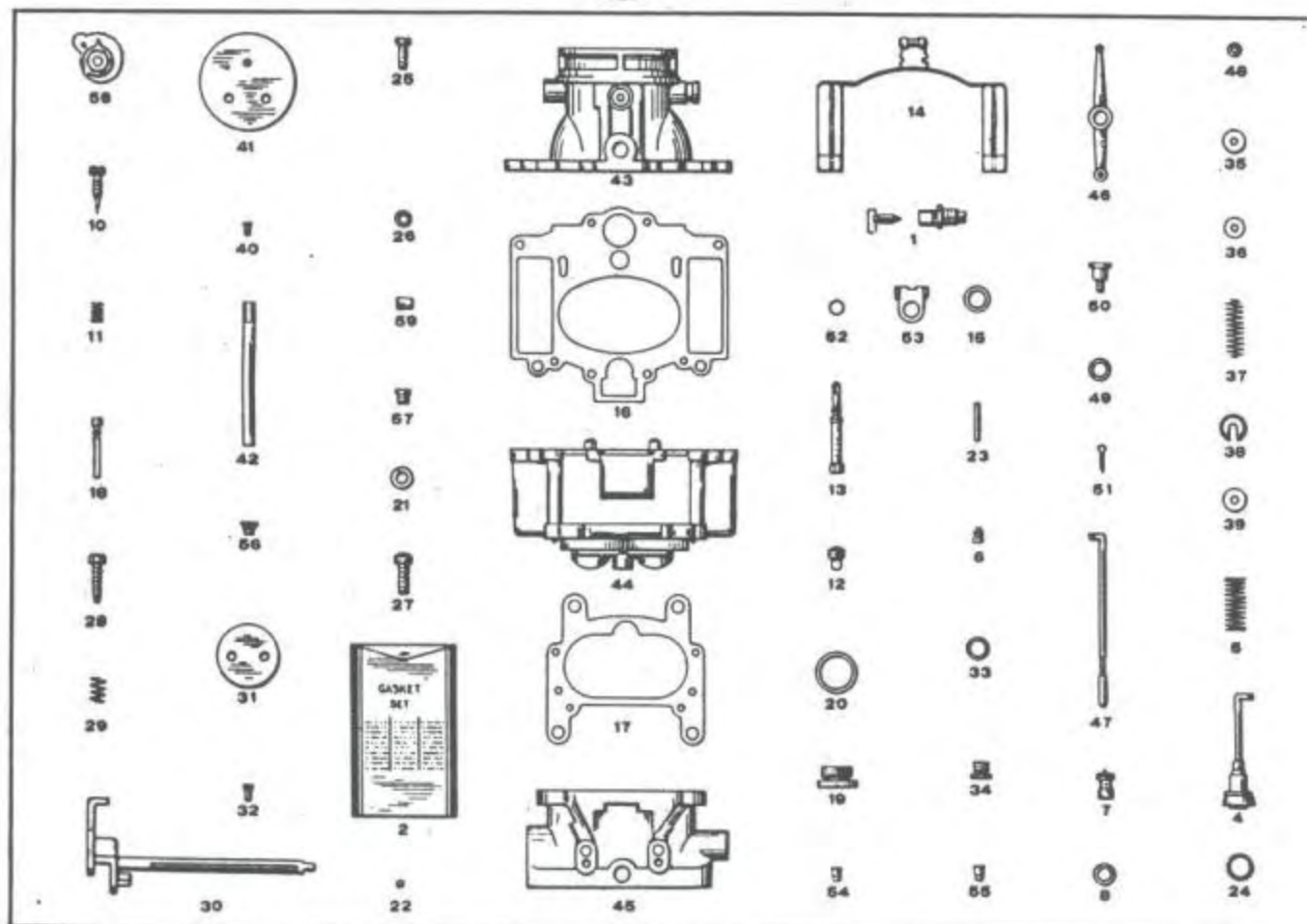
**STROMBERG**



**CARBURETOR**







## SERVICE REPLACEMENT PARTS LIST

Repair Parts Kit for A-18361 No. RK-4

Repair Parts Kit for A-18451 No. RK-92

Bin Loca- tion	Key No.	Part No.	Part Name
1	P-22496	Float Needle Valve, Clip & Seat .093" (NOT VAR.)	
	P-22523	Float Needle Valve Clip	
2	J-8317-G	Complete Gasket Set	
4	P-22871	Pump Piston Link and Spring (Complete)	
5	P-22870	Spring—Pump Duration	
6	P-18144	Pump Inlet Check Valve	
7	P-20623	Power By-Pass Jet No. 86 (NOT VAR.)	
	Use P-21020	Power By-Pass Jet No. 70 with Heavy-Duty Air Cleaner (NOT VAR.)	
8	P-19448	Gasket—By-Pass Jet	
10	P-15478	Idle Needle Valve	
11	P-18710	Spring—Idle Needle Valve	
12	P-22660	Metering Jet .045" (VAR.)	
	Use P-22660	.045" Metering Jet with Heavy-Duty Air Cleaner (VAR.)	
13	P-22561	Main Discharge Jet No. 28-38 (NOT VAR.)	
14	P-22423	Float with Lever	
15	P-2885	Gasket—Float Needle Valve Seat	
16	P-22451	Gasket—Air Horn	
17	P-22522	Gasket—Main Body	
18	P-22431	Idle Tube	
19	P-21767	Plug—Main Discharge Jet	
20	P-22851	Gasket—Main Discharge Jet Plug	
21	P-3157	Lockwasher—Main Body Attach. Screw	
22	P-18772	Lead Ball	
23	P-22438	Pin—Fulcrum—Float Lever	
24	P-16960	Spring—Pump Piston Leather Expansion	
25	P-2475	Screw—Air Horn Attaching	
26	P-6668	Lockwasher—Air Horn Attach. Screw	
27	P-709	Screw—Main Body—Attaching	
28	P-19103	Screw—Throttle Stop	
29	P-15831	Spring—Throttle Stop Screw	
30	P-22458	Throttle Lever and Stem	
31	P-20874	Throttle Valve (5") (NOT VAR.)	

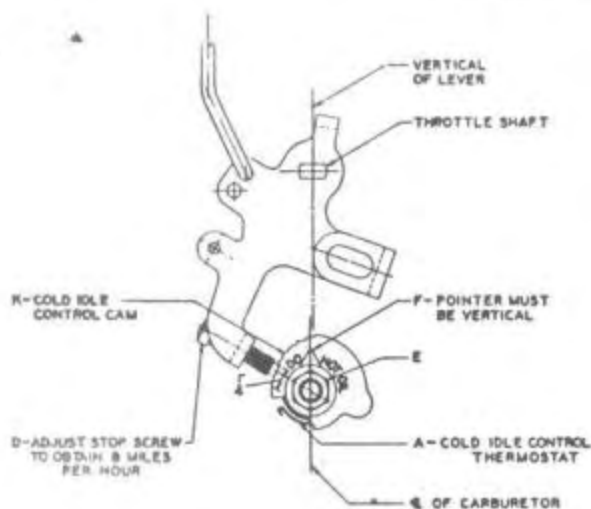
NOTE—For parts marked (VAR.) size must be specified when ordering.

NOTE—For parts marked (VAR.) size must be specified when ordering.

Bin Loca- tion	Key No.	Part No.	Part Name
32		P-20804	Screw—Throttle Valve Attach.
33		P-7338	Gasket—Check Valve Plug
34		P-18716	Plug—Check Valve
35		P-17380	Washer—Felt
36		P-17080	Washer—Splash—Pump Link
37		P-22843	Spring—Felt Retainer
38		P-23048	Washer—Cup
39		P-22048	Washer—Spring Retainer
40		P-4822	Screw—Choke Valve Attach.
41		P-20807	Choke Valve and P. in
42		P-22448	Choke Stem
43		P-22472	Air Horn
44		P-22461	Assy.—Main Body 1-1/32" Venturi No. 70 H. Bleeder and No. 65 Pump Disch. Tubes (VAR)
		P-22369	High Speed Bleeder No. 70 (VAR)
		P-22508	Pump Disch. Tube (Right)
		P-22509	Pump Disch. Tube (Left)
		P-19430	Pump Tube Wedge
		P-8495	Expansion Plug
45		P-22847	Assy.—Throt. Body No. 56-60 Idle Disch. Ho. No. 58 Spark Hole & No. 58 Idle Air Bleed (VAR)
46		P-22430	Pump Lever
47		P-22620	Pump Rod
48		P-9394	Washer—Pump Rod
49		P-19820	Spring Washer—Pump Lever Fulcrum Screw
50		P-20611	Screw—Fulcrum—Pump Lever
51		P-7170	Cotter Pin—Pump Rod and Pump Link
52		P-22602	Gasket—Lead—Main Disch. Jet
53		P-22441	Float Hanger
54		P-15458	Plug—Idle Discharge No. 10
55		P-15459	Plug—Idle Disch. Hole
56		P-22474	Bushing—Choke Stem
57		P-6406	Plug—Fuel Level Sight
58		P-22426	Thermostat—Fast Idle
59		P-21543	Air Reducer No. 58, Throt. Body (NOT VAR)



## COLD IDLE CONTROL



Cold Idle Control.

The cold idle control consists of a thermostatically operated cam "K" mounted intake manifold heat jacket. This cam serves as a stop for throttle stop screw "D".

The function of the cold idle control is to provide a fast idle speed during warming-up period of the engine. This speed increases or decreases as the temperature of the riser changes.

The variable speed is obtained by using a thermostat "A" which drives the cam "K". When the riser is cold, the thermostat "A" rotates the cam "K" in a clockwise direction causing its thick side to contact with the idle stop screw "D" which speeds up the engine.

As the riser warms up, the thermostat is heated and thus revolves the cam "K" in a counter-clockwise direction until idle screw "D" is contacting with the cam "K" at its thinnest section, causing carburetor throttle to close to a normal hot idle speed.

## ADJUSTMENT

The cold idle control is adjusted and set in the correct position at the factory and with ordinary care should not need any further adjustment. This setting can be checked as follows:

Loosen nut "E" and rotate cam hub in direction necessary to place the pointer "F" directly above nut "E". This adjustment may be made regardless of heat riser temperature.

A momentary opening of the throttle is necessary to allow cam "K" to adjust itself for any temperature position. This is because the spring "A" is not capable of rotating cam "K" while the idle adjusting screw

is contacting the cam.

Warm up the engine. Throttle stop screw "D" should now contact the cam "K" on its thin portion and within the  $\frac{1}{4}$ " limit adjoining the first raised section of the cam. If the throttle stop screw does not contact within the limit shown, the cam hub with pointer attached may be rotated slightly in order to bring the  $\frac{1}{4}$ " section under the idle screw. If it is necessary to rotate the pointer more than 5° from its former vertical position, a complete new cam assembly should be installed.

## 1937 BUICK DEALER PROMOTIONAL POST CARD



(From an original owned by Frank Haas (#072); thanks, Frank.)



# QUESTIONS ANSWERED



... by Dave Lewis



**Mr. GOODBUICK Sez:**

Ask me some questions,  
Turkeys!

NOTE ON QUESTIONS. I'm going to let everybody in on a little secret. Many members have praised this department as the best thing in the old-car hobby. Well, it's only as good as your questions. Thus far, your Editor has asked at least half the questions himself. I'm going to get tired of this, or run out of questions. So what about all the rest of you? DO YOU KNOW IT ALL?? Ninety-five percent of you know all there is to know about restoring and maintaining 1937 and 1938 Buicks, huh?

Don't be shy! Ask anonymously if you must, but ask. If you can't write, call me. Dave enjoys doing this. There is a great store of knowledge and experience waiting to be tapped, so let's hear from you.

— Bill

QUESTION. Is it possible to remove the glass from vent window frames, so the glass can be put back after the frames are replated? If so, how?

ANSWER. Auto glass firms have a special apparatus that can do this successfully in most cases. However, in my opinion it is not worth doing. If a window frame needs plating, chances are good that the glass has deteriorated to the point where it is off-color, pitted or scratched, or may begin to de-laminate. Auto glass is relatively inexpensive, and it makes good sense to me to have new glass put in after you've gone to the trouble of removing and restoring the frame. So just break the old glass out, making sure you wear gloves and some kind of eye protection.





# HELP!



With this issue, we are instituting a new "column" or "department" or whatever the various parts of this rag are called, entitled "HELP!" In this will go various calls for assistance, any questions that are not technical questions suitable for the Dave Lewis QUESTIONS ANSWERED section, any questions that are so suitable but which Dave cannot answer (yes, there have been one or two of these!), and the like. The Editor reserves the right to decline printing off-the-wall stuff, requests suitable for the Personals column in The National Enquirer, etc. We have had a few calls for assistance before, and I never quite knew where to put them. "HELP!" is inaugurated by Glenn Seymour (#345).

1. MYSTERY MAN: IS IT YOU? Glenn Seymour, who does the annual index for this publication, a mightily-helpful contribution, has asked for some help. Glenn has a 1938 model 91, on which he is "finally beginning reassembly." In November or December of 1983, Glenn says, he spoke on the telephone with a man in the southeastern U.S. (possibly Georgia or Florida) who said he had two such cars and drove them extensively. A very friendly and helpful chap: in particular, there was something about using front-end parts from later year International trucks, which fit a '38 Buick 90 series. (Your Editor and others would like to get this info too.) Glenn wrote down this man's name, address and phone number, but unfortunately this info has disappeared. Glenn asks: "If anyone out there remembers calling me, ... if he would call collect or write I'll be pleased to reimburse him fully for his time. I very much want to contact the man who was so kind as to call for no other reason than to help out a fellow member." If the mystery man is you, or you know or think you may know who it is, please contact Glenn. Glenn Seymour, 8 Cedar Street, Potsdam, NY 13676. 315/265-6985.

2. 1930's STYLE AND DESIGN. For possible inclusion in the Bulletin (or whatever we end up calling it), or just for my own information, your Editor would like ads, photos, sales literature, magazine articles, and the like from 1935-1940 picturing or describing: fashions and "style"; "streamlined" items, machines, vehicles, locomotives, etc.; new buildings inside and outside; furniture and appliances; movies and entertainment; auto parts and accessories; service stations, gasoline and lubricants; industrial design generally; and of course 1937 and 1938 Buicks. Originals (which will be returned if requested) or good photocopies. I have no intention of turning this publication into a journal of history, but I do think it's interesting to place our cars in a historical context, and I will try to do a little of this. In addition, it's helpful to see what auto accessories were around at that time: for example, I always thought snow tires were a relatively recent thing -- at least, post-World War II -- until I saw a 1938 B. F. Goodrich ad for them.

3. 1938 RADIO MANUAL NEEDED. Does any member have an original or very good copy or reprint of the 1938 Buick Radio Manual? I gather these are rare. If we can come up with one, the Club can make some kind of arrangements for copies to be printed and offered for sale. Our friends and perennial advertisers Robert and Beverly Carrubba, proprietors of Bob's Automobili~~a~~, are looking for one, I know.

4. PHOTOS. Several members have sent me photos, but more are always needed. In particular: slant-back sedans; any 80 series (especially 81F or 80C); McLaughlin-Buicks; Holden-Buicks. Glossy black & white are best.



# THREE CHEERS!



FIVE-PASSENGER FOUR-DOOR SEDAN  
Model No. 61, Trunk back

## *For Don Huff & Old Faithful*

I discovered something recently that I should have noticed earlier. When it did come through to me, I found it so outstanding and so gratifying that I had to ask twice to make sure it was true. True it is. Charles Donald Huff (#261) of Woodland, California has a one-owner 1937 Century model 61. No, not one owner before Don; he bought it new! The following is a slightly edited excerpt from Don's second letter to me, following one in which I asked him: "Did I hear you right?"

Yes, I bought my 1937 Century new. The car (with sidemount tires) was paid for--\$1300--in Woodland, but we specified factory delivery, so we arrived in Flint on December 6, 1937 and drove home in "Old Faithful" which now shows 174,501 miles, plus whatever went on when the speedometer was disconnected for about a year in 1942.

We also cherish our 1947 Buick Estate Wagon, purchased new in Sacramento. This car has been around for 157,845 miles. Sometimes I get depressed and wonder why, oh why did I, years ago, delight in turning in a two-year-old Buick for a new model. My Dad taught me to drive in our 1913 Buick roadster, and since 1913 there has always been a Buick in our family.

The way things are going my two Buicks will outlive me. Both cars are in good condition, and one or the other takes me to Rotary Club each week. Last week at Rotary I contributed for my eighty-seventh birthday.

Cordially,

DON HUFF

Certainly, I think, Don's been around longer than any member of this Club. Whatever any of us may boast of, nobody can equal living with Buicks continuously since 1913. So, Don, from all of us, congratulations on having lived long, having had the good sense and good fortune to hold on to a couple of good cars when you got them, and having achieved a unique and very special status in the Club. We wish you and the Buicks many more years.

*— Bill*



# PARTS FOR SALE



DON GUST IS BACK! THANKS, DON!

## FOR SALE

### \* THE FOLLOWING ARE ALL 1937 \*

Rear license lens (red).....\$12  
 Bumper guards (2).....each \$15  
 Hood side louvers.....\$30  
 Hood ornaments .....\$10 to \$25  
 Door handles-in & out...\$4 to \$10  
 Clocks.....\$5 to \$30  
 Radio-no dial.....\$45  
 Dash gauges.....each \$10  
 Chrome vent window frames,  
 front & rear...each \$15 to \$30  
 Window regulators-L&R...each \$15  
 Hood hinges.....each \$10  
 40 series spark plug cover,  
 primed.....\$40  
 Belt stainless molding,  
 .....each \$10 to \$35  
 16-inch wheels.....each \$35  
 Grilles, L&R.....each \$40 to \$75  
 Fender park lights,  
 .....each \$10 to \$50  
 Front park light chrome,  
 .....each \$10 to \$40  
 Hubcap.....\$15  
 Radio chrome grille.....\$15  
 Gas tank filler neck.....\$20  
 Small series air cleaner.....\$25  
 NOS windshield wiper  
 transmission, pair.....\$110  
 Used carb. switch.....\$10  
 Trunk handle with key .....\$30  
 Trunk handle bezels, 4-door,  
 .....each \$20 to \$40  
 Belt stainless molding,  
 between hood & door, 7 5/8",  
 .....pair \$25  
 Bumpers, front & rear...each \$40  
 Bumper guard (1).....\$15

### \* THE FOLLOWING ARE ALL 1938 \*

Tail light lens.....\$10  
 Hood side louvers, all series,  
 .....each \$35  
 Hood ornaments...each \$10 to \$45  
 Door handles-in & out...\$4 to \$10  
 Clocks.....\$5 to \$25  
 Radio, very good.....\$150  
 Dual auxiliary speaker,  
 very good.....\$40  
 Chrome radio grilles...\$10 to \$40  
 Heater-Buick Master-  
 (Harrison), rusted.....\$20

Heater-Buick DeLuxe-

(Harrison) Defroster.....\$60  
 Trunk handle bezels....\$10 to \$40  
 Trunk handle repro w/key.....\$20  
 Hubcaps.....each \$5 to \$30  
 Center grille stainless  
 molding .....each \$15 to \$40  
 Cigar lighter.....\$25  
 Temperature gauge.....\$40  
 Bumpers, front & rear...each \$40  
 Small series air cleaner.....\$25  
 Fender lights, front & rear,  
 .....\$10 to \$40  
 Belt moldings.....\$10 to \$35  
 NORS water pumps, series 60-80,  
 .....each \$40  
 AAV-1 Stromberg carb, complete,  
 switch choke.....\$100

### \* THE FOLLOWING ARE 1937 & 1938 \*

Front & rear fenders...\$40 to \$90  
 (each)  
 Radiators, 40 series...each \$40  
 Exhaust manifolds.....\$60 to \$100  
 Window regulators.....\$15  
 Sidemount covers, 40 & 60 series,  
 1 set very good, all there.\$450  
 1 set no Buick script.....\$300  
 Extra sidemount parts: tread  
 covers, side cover plates,  
 hold down cups, each.\$25 to \$50

### \* PARTS CARS \*

1 '37 2-door, 40 series  
 1 '38 2-door, 40 series  
 1 '38 4-door, 40 series

\* MANY, MANY MORE PARTS--call or  
 write your needs.

\* Packing, insurance and shipping  
 additional.  
PLEASE ONLY FOR REPLY

DON GUST (#043)

Rt.1, Box 161  
 Beecher, IL 60401  
 312/946-2856

DON HEEDED THE CALL FOR ADS--  
 NOW ALL YOU GUYS, BUY SOMETHING!







# PARTS FOR SALE



## For SALE-1937 Series 40 parts

Engine(no-43333330) turns freely	\$200
Distributor(Delco 1110815-9110)	35
Thermostate Housing	10
Ring & Pinion complete	100
Rear end carrier (bare)	50
Torque tube	25
Rear Axels (ea)	20
Rear end shackles (ea)	3
Rear end shackle plate (ea)	3
Rear brake drums (ea)	10
Rear brake backing plates (ea)	5
Rear spring	15
Transmission	175
Rear brake cylinders (need rebuild)	10
Gas tank	75
Rear fenders (pr)	75
Front fenders non welled (ea)	75
Front doors (ea)	75
Rear doors (ea)	50
Nose assembly	150
Body side molding	5-20
Center hood strip	50
Glove box door	10
Clock	25
Rear ash tray	5
Radio grill	10
Trunk handle	15
Hood ornament	20
Rear tail lights (ea)	10
Front ashtray	5
Front seat chrome	5
Rear tail light lenses (ea)	5
Front headlight buckets (ea)	10
Front fender running lights (ea)	10
Outside door handles (ea)	5
Door Hinges (ea)	5
Door hardware -call	
Horns (ea)	10
Air cleaner	15
Left rear window frame (Fastback)	50
Molding for head light buckete	5
Sunvisors (ea)	5
Dash cluster (water NG)	50
Inside rear view mirror	10
Throttle linkage	10
Trunk bracket	10
Speedometer cable	10
Grab straps	5
Wiper vacuum line	5
Map light	5
Throttle cable	5
Fire wall linkage	5
Spare tire hold down	10
Clutch cross shaft	10
Wiper motor	20
Wiper transmissions (ea)	10
Bumper guard (needs chrome)	10
Steering wheel core	20
Horn rim	30
Horn button	30

Steering wheel lock	25
Running board brackets (ea)	10
Hood braces	5
Front brake drums (ea)	15
Front spindles (ea)	20
Front lower A frames	20
Steering rods (ea)	20
Front brake cable	15
Front bumper (needs chrome)	20
Front bumper braces	15
Intake manifold	25
Exhaust manifold	20
Front shocks (ea)	30
Front fender braces	10
Front sway bar	10

Mike Adler #104  
7 Gettysburg Drive  
Englishtown N.J. 07726  
(201)536-1478

EDITOR'S NOTE: Mike says he also has many other small parts--call him or write with SASE. THANKS, MIKE.

ADS LIKE THESE ARE A REAL HELP, AND THAT'S WHAT THIS CLUB IS ALL ABOUT: SO PLEASE, FOLKS, KEEP 'EM COMING!!

## FOR SALE

1937 & 1938 sidemount emblems, NORS. Cast in solid bronze from a mint original. Triple chrome plated with the letters painted black. Due to the limited number I had made, and the hand work involved, these are priced each @ \$50 plus \$5 for shipping & handling, or \$105 shipped for a pair. Postal money order or UPS-COD only. Satisfaction guaranteed.

Also have some pairs of restored Trippe lights. SSAE for prices & information.

JIM WALLACE (#283)  
16438 Gilmore Street  
Van Nuys, CA 91406

EDITOR'S NOTE: One member, whom I put in touch with Jim, bought the emblems and reports they're excellent and worth the money. Thanks to Jim Wallace for a very worthwhile effort.



## PARTS FOR SALE



### FOR SALE

Yes, I do have molding for the '38 Special & Century. 1938 coupe or convertible side stainless molding, minus the small cowl sections. Fits 46S, 46C, 66S, 66C. Full set less the cowl sections: \$75.00.

BOB PIPKIN (#076)  
2516 62nd Ave., S.E.  
Salem, OR 97301

### SERVICES OFFERED

Diecast trim parts welded--DON'T THROW THEM AWAY-FIX THEM! SSAE with good description of part and break for estimate. Good work at reasonable prices.

GREG MARSHALL (#148)  
14161 Riverton Circle  
Westminster, CA 92683



## PARTS WANTED



### WANTED

For 1937 series 80, grille center strip molding.

JAMES HULTMAN (#247)  
2863 Irving Ave. South  
Minneapolis, MN 55408  
612/872-7511

### WANTED

1937 series 60: I need the hood louver insert with the word "CENTURY" for the right side.

CONRAD BURNETT (#434)  
510 Lost Acre Lane  
Great Falls, VA 22066  
703/430-0389; 478-0900

### WANTED

For 1937 series 80:  
One good spare wheel (16")  
Hand brake cables.

CLINT PRESLAN (#461)  
17900 Riverside Dr.  
Lakewood, OH 44107

### WANTED

1937 Century rear end, 3.9 ratio in good cond. located in Fla. or Ga.; have 1938 Century rear end to trade if interested.  
1937 Century, four rocker arm bushings, Group #0334, Part #1292483.  
1937 Defroster.

BERNARD COVENEY (#364)  
4470 Darden Ave.  
Titusville, FL 32780  
305/267-3553

### WANTED

1938 Sidemount Badge - One or pair.  
Please write with price and condition.

JOHN BEAGLE (#278)  
G.P.O. Box 3466  
Sydney, N.S.W. 2001  
AUSTRALIA

# BUICK





# CARS FOR SALE



1937 Century model 61 with  
sidemounts. Most mechanical work  
done; new tires. SASE for honest  
answers. \$6800 firm.

JIM BAHRENBURG (#029)  
4585 Irving St.  
Denver, CO 80211



## NEW MEMBERS



Albert F. Klavora (498)  
7655 Puddingstone  
Chesterland, OH 44026  
216/729-0122  
'37 40 ser.

Bruce Sackman (499)  
Automotive Legends  
514 Unqua Rd.  
Massapequa, NY 11758  
516/799-2725  
'38 91

Chuck Ash (500)  
305 9th St., N.E.  
Oelwein, IA 50662  
319/283-1642  
'38 41

Robert B. O'Leno (501)  
2746 Laurel Pass  
Los Angeles, CA 90046  
213/654-0436  
'38 41

Randall Minvielle (502)  
218 Military East  
Benicia, CA 94510  
707/745-5176  
'38 60 ser.

Arnold Korne (503)  
8111 Yonge St. PH-12  
Thornhill, Ont. L3T 4V9  
CANADA  
'37 Gen. Conv. (McLaughlin)  
416/881-9067

Russell Dawson (504)  
2426 Eaton Lane  
Orlando, FL 32804  
305/841-8466  
'38 46S

Dennis C. Jackson (505)  
7 Orchard  
Irvine, CA 92714  
714/651-0703  
'38 41

Raymond Riddick (506)  
38 Prescott Drive  
Chelmsford, MA 01863

WELCOME !!

EVERYONE PLEASE NOTE: I cut back  
on the photos, history, proud  
owner material and the like this  
time in order to fit all the  
Stromberg carb stuff I had into  
one issue of manageable length.  
I have some good letters and  
stories on hand, and these will  
all get in eventually. There is a  
little duplication in the carb  
material I know, but I thought  
that better than leaving out some-  
thing that should be in.

*Bye for now - Bill*



**BUICK**



**BUICK**



**1937** *Buick* **1938**

**SWAP N' SELL NEWS BULLETIN**

842 Mission Hills Lane,  
Worthington, Ohio 43085

ADDRESS CORRECTION REQUESTED



**FIRST CLASS MAIL**